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KIA	22 Apr 71
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JEC	22 Apr 71
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Approved For Release 2002/02/19 : CIA-RDP86-00244R000200510014-4

8 APR 1971

MEMORANDUM FOR: Director of Logistics

SUBJECT : Status of Design, Construction, and Zoning Activities -
Rosslyn Area

1. On 2 April [REDACTED] met with Mr. John Baldwin of the Arlington County Planning Staff, Department of Environmental Affairs, to inquire of on-going, pending, and future actions which are expected to occur in the Rosslyn area.

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2. The general outlook of the Arlington Planning Commission in the Rosslyn area is very wholesome and forward looking. Its objective is to stimulate participation of the private investment sector with the county in solving the total problem in the Rosslyn area. The Commission's concept involves the construction of a one-way vehicular traffic loop and pedestrian walkways which are to be built and financed by private enterprise through the stimulus of increased building area allowances. Such an arrangement will provide the country with street and bridge rights by easement rather than condemnation, the building owners will be allowed to build larger buildings than normally sanctioned by the zoning code, and the needs of the community and the individual investors will be mutually integrated into a totally successful functioning Rosslyn area.

3. Approximately 75 percent of anticipated Rosslyn construction has been completed. Ten buildings remain to be built of the original 40 buildings contemplated.

4. The one-way vehicular loop, which will run from 17th Street through Kent Street, 19th Street, Nash Street, and back to Wilson Boulevard, will be extended over the Drug Fair business area to Kent Street only after anticipation, lengthy negotiations with the owner of this business property.

5. Although the various zoning classifications for commercial office buildings in the Rosslyn area result in an equivalent floor area ratio (F.A.R.) of building area to site area ranging from .5 to less than 3.5, owners of office buildings who are participating in the financing and building of pedestrian bridges, easements for highways, and vehicular traffic loops are being allowed

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GROUP 1
Excluded from automatic
downgrading and
declassification

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an F.A.R. of 3.5. Other bonus stimulants, which are in a discussion stage at the moment, could involve incremental increases in building area allowances for building owners who construct parks, low-cost apartments, libraries, and various other public-use areas.

6. A new zoning ordinance for Arlington County is presently being developed and will probably be completed by the beginning of next year. The code presently allows for 12-story office buildings and 16-story apartment buildings. An ordinance proposal presently under discussion will consider allowance for 24-story office buildings and 26-story apartment buildings. Ordinance changes for motel zoning allowances in the Rosslyn area will favor the existing application for the construction of a large motel adjacent to and north of the Holiday Inn Motel on the [REDACTED]

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7. The Washington Metropolitan Area Transit Authority is not attempting to condemn the site across the street from the Ames Center Building which is intended as the entrance to the subway station to be located under North Lynn Street. Both the Washington Metropolitan Area Transit Authority and Arlington County are considering negotiation for construction and transit easement rights and in exchange may allow a private air rights building to be built above the transit entrance structure. Increased floor area allowances for the fortunate owner may amount to an F.A.R. of 5.0 if such an arrangement is negotiated. When the station is near the process of completion, it is planned to extend the overhead pedestrian walkway from Ames Center Building to the station entrance and to Pomponio Plaza.

8. Upon completion of the church and gas station to the north of Ames Center Building, it is planned to construct an overhead pedestrian bridge from Ames Center Building to the Nash Building located at the intersection of Nash Street and Key Boulevard. Following its completion it will be open for public use and will allow pedestrian bridge access between Ames Center Building, Nash Building, and the Oaks Hill Building.

9. Mr. Baldwin also related the intent of the owners to construct the Ames Center South Building adjacent to Ames Center Building following relocation of the ESSO station to a site beneath the church. In approximately 5 years the Arlington Planning Commission expects that an underground pedestrian access tunnel between Ames Center South Building and the Commonwealth Building will be completed. (If the timing is advantageous to the Agency, the occupants from Magazine Building might be considered for relocation to the new Ames Center South Building when and if the General Services Administration agrees to terminate our lease in Magazine Building.)

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10. Within the next 5 years it is anticipated that an underground grade separation (underpass) may be completed on North Fort Myer Drive under Wilson Boulevard at this intersection.

11. [REDACTED] of the Planning Staff, OL has informed us that the following Department of State components are scheduled to move to the Berkley Building located adjacent to and south of Key Building on 9 April:

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- a. Supply and Transportation Division,
- b. Office of Personnel (certain segments),
- c. Foreign Buildings Operation,
- d. Publications and Reproduction Services Division (Editorial Staff),
- e. Allowances Staff (Foreign Service Allowances),
- f. Audit Staff, and
- g. Overseas School Staff.

12. Application has been received for construction of the Morrison Building at the northwest corner intersection of North Fort Myer Drive and Fairfax Drive.

13. Attachment "A" is provided to indicate relevant building locations, pedestrian walkways, a one-way vehicular traffic loop, and roadway systems.

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[REDACTED]
Chief

Real Estate and Construction Division

Att

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